



10 Questions

1. When will these roads be built?

The CTP is a 25-30 year plan. Some of the planned roads may be built very soon, as part of private development projects, while others may not be built at all within the 30 year timeframe. The CTP is an ultimate vision, and is the first step in the roadway planning process and is used as a guide for future roadway planning.

2. Who will build these roads?

Roadways in general are built by three main groups, NCDOT, municipalities, and private developers. This will also be the case here.

3. Will a bypass hurt business in downtown?

The viability of downtown was one of the primary goals laid out by the steering committee at the very beginning of the process. As such, we have paid very special attention to the amount of traffic that travels through downtown as a result of various alternatives. We have also specifically looked at the traffic that is purely travelling through the area to see which routes they take.

4. Will a bypass divide the town?

We have also focused very heavily on developing a roadway network that can provide for greater access, but still handle the large amount of growth projected for the area. In other words, why build a freeway, where you can only access the road via interchanges, when we can build a boulevard, where you have signals, sidewalks, bike lanes, etc.

5. This plan was developed using old land use data, is this plan fundamentally flawed?

The land uses used as the basis for the development of future traffic volumes was the 2007 Sewer Master Plan developed for the Town. This was updated by WSA based on future projections provided by the RPO, historical growth trends, and

through meetings with several developers that are planning to develop lands within the study area.

6. A CTP requires the use of an adopted Land Use Plan to be valid.

G.S. 136-66.2 requires an adopted land development plan, not a land use plan. The NCDOT Transportation Planning Branch (TPB) has not set specific criteria for what constitutes a land development plan. In the past, TPB has accepted projections using a travel demand model as adequate to meet this requirement.

7. Several of these alignments run through/near my property/house, should I be worried?

A CTP considers only general alignments, connections, and facility types. There are multiple studies that have to take place before a road is actually constructed. Specific alignments will be determined during future studies and may vary significantly from what is shown on the CTP. The CTP exists to show the intent of a certain type of roadway to connect from point 'A' to point 'B,' not exactly how it will get there. A subsequent phase of this project will look at the specific location of the 15-501 bypass, but only after the general alignment is determined.

8. Were environmental features considered during this process?

A CTP considers only general alignments, connections, and facility types. There are multiple studies that have to take place before a road is actually constructed, including extensive environmental documentation and planning. This plan considers the location of major environmental features and tries to minimize or avoid impact, but exists to show the intent of a certain type of roadway to connect from point 'A' to point 'B,' not exactly how it will get there.

9. Is there an interim solution given that this is a 30 year plan?

There definitely may be interim solutions; however the CTP process defines the ultimate needs and vision. Any possible interim solutions will be determined as part of future planning processes.

10. Where can I go to learn more?

All project information is posted on NCDOT's website at:
<http://www.ncdot.org/doh/preconstruct/tpb/PLANNING/pittsboro.html>